

SAILING DIRECTIONS CORRECTIONS

PUB 191 8 Ed 1996 LAST NM 15/00

Page 7—Lines 48 to 50/L; read:

A main light is shown from a conspicuous granite tower, 49m high, standing on the rock. A racon is situated at the light. The light tower is radar prominent and generally the first sighting made when approaching the English Channel from the W. The light is obscured on some bearings.

(BA NP 27)

18/00

Page 7—Lines 5 to 39/R; read:

when strong overfalls are formed.

St. Agnes lies close SW of St. Mary's and an old conspicuous lighthouse stands on its summit.

St. Martin's, fronted by rocks and islets, lies at the NE side of the group about 1.5 miles N of St. Mary's. A conspicuous beacon, 56m high, is situated on the E and highest end of this isle.

Round Island (49°59'N., 6°19'W.), the northernmost isle of the group, is low and surrounded by rocks. A main light is shown from a prominent tower, 19m high, standing on its N side. The light is obscured on some bearings.

1.3 St. Mary's (49°55'N., 6°19'W.), with its summit in the N part, is the largest and principal isle of the group. **Hugh Town** (49°55'N., 6°19'W.) (World Port Index No. 35230), the main harbor and settlement, is situated on the neck of a peninsula at the SW end of this isle. St. Mary's Road, the most spacious anchorage, lies NW of St. Mary's and has depths of 10 to 16m. Crow Sound, lying NE of St. Mary's, provides good anchorage in depths of 12 to 14m. It is easy to access, but should not be used during strong E winds. Crow Bar, a shallow bank, separates Crow Sound from St. Mary's Road.

St. Mary's Road, fronting Hugh Town, can be entered via several channels. St. Mary's Sound and Broad Sound are marked by buoys and the easiest to navigate. St. Mary's Sound should be used by vessels approaching from E or S. It has a least depth of 9.9m on the range line and is entered between Peninnis Head and Spanish Ledges, marked by a buoy, about 0.4 mile SW. Broad Sound should be used by vessels approaching from SW. It has a least depth of 15m at the center of the fairway and is entered between Bishop Rock and Flemings's Ledge, about 0.7 mile N. North Channel, the NW approach, is not marked. It has a least depth of 12.3m and presents little difficulty. Smith Sound is deep and very narrow. It is not marked and requires local knowledge.

St. Mary's Harbour at Hugh Town has a pier with depths of 2m alongside. There are facilities for small coasters, ferries, and pleasure craft.

Several radio masts and a conspicuous television tower stand on the NW side of St. Mary's and can be seen from a considerable distance in clear weather. A prominent Coast Guard Station stands close S of the tower.

A light is shown from a framework tower with a cupola, 14m high, standing on Peninnis Head, at the SW side of St.

Mary's. The Star Castle Hotel, a prominent building, stands on the N end of the peninsula at the SW side of the isle.

Pilotage.—Pilotage is compulsory for St. Mary's Road and all the waters within the Scilly Isles with the exception of fishing trawlers less than 47.5m in length, yachts less than 20m in length, and HM vessels. Vessels should send an ETA to the Harbormaster at St. Mary's at least 24 hours in advance. The harbor can be contacted by VHF. Amendments to the ETA of over 3 hours should be sent immediately. Pilots board between 1 and 2 miles S of Peninnis Head or the same distance W of Bishop Rock.

(BA NP 287; BA NP 27)

18/00

Page 8—Lines 1 to 12/L; read:

Caution.—In thick weather, vessels approaching the Scilly Isles from

(NIMA)

18/00

Page 8—Lines 19 to 38/L; read:

1.4 Directions.—Traffic Separation Schemes (TSS), which may best be seen on the chart, are situated W of the Scilly Isles, S of the Scilly Isles, and between the Scilly Isles and the English coast. These schemes are IMO-adopted and Rule 10 of the Navigational Rules (72 COLREGS) applies.

Regulations.—An IMO recommendation states that laden tankers over 10,000 grt using the Traffic Separation Scheme lying between Land's End and the Isle of Scilly should keep at least 3 miles to seaward of Wolf Rock and should not use the scheme in restricted visibility or other adverse weather.

Laden tankers should avoid the areas between the inshore boundaries of each of the above schemes and the coasts of the Scilly Isles and Cornwall Peninsula as these have been designated as Inshore Traffic Zones.

The recommended channel for large vessels leading between Seven Stones and Longships is approximately 12 miles wide, with a least depth of 34m, and passage is simple by day or by night in clear weather.

Laden tankers using the TSS lying between Land's End and the Isle of Scilly should report by VHF to Falmouth Coastguard Station at least 1 hour before ETA at the scheme and on final departure from the scheme. These vessels should provide the following information:

1. Alpha-Name and call sign.
2. Bravo-Date and GMT/UT time (6 figures).
3. Charlie-Lat (4 figures N/S) and Long (5 figures E/W).
4. Delta-True bearing and distance (miles) from landmark.
5. Echo-True course (3 figures).
6. Foxtrot-Speed (knots and decimal 3 figures).
7. Golf-Last port of call.
8. India-Destination.
9. Mike-VHF channels monitored.
10. Oscar-Draft (deepest in meters and centimeters).
11. Papa-Type and quantity of cargo.
12. Quebec-Any damage or deficiency.

Vessels may pass between the TSS situated S of the Scilly Isles and the TSS situated NW of Ile d'Ouessant if it is considered safer to do so in the prevailing circumstances.

Caution.—Many of the dangers in this area are steep-to and the soundings do not provide a warning of approach. In thick weather, the distinct differences (intervals and frequency) of the fog signals sounded by the adjacent aids should be carefully identified in order

(BA NP 27; BA NP 287)

18/00

Page 8—Lines 4 to 5/R; read:

the rock. A main light is shown throughout 24 hours from a prominent granite tower, 41m high, standing on the rock. A racon is situated at the tower.

(BA NP 27)

18/00